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HONGKONG, MONDAY, AUGUST 27TH, 1900.

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This World-renowned
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Repairs executed with promptitude and skill.
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Hongkong, 3rd November, 1899.

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Excellent Cuisine and best Wines.
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SIMPLE AERATED WATER. LEMONADE. SODA WATER.
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Hongkong, 27th August, 1900.

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THE STAR MILWAUKEE BEER.

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Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
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Less old than the above.

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Each bottle bears an Analyst's certificate.
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Very soft, palatable, and mature. \$39.75 PER DOZ.
VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
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WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
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RASPBERRY. BANANA.
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PEACH. ORANGE.
PINEAPPLE. CHERRY, &c., &c.

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CHEMISTS AND AERATED WATER MANUFACTURERS.

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Table Water is made from
Pure Trouble Distilled
Water only.

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Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

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**THE
STANDARD LIFE ASSURANCE CO.**
is one of the largest and best known of the
BRITISH LIFE OFFICES.
Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions On-
Hundred and Fifty thousand.
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DODWELL & CO., LIMITED.
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Hongkong, 9th November, 1900. [1-a1873]

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Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisines of the best.
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**PUNKET'S GAP, The PEAK, near the
Tram Terminus.**
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For Terms, apply to the
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Hongkong, 2nd July, 1900.

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ICE HOUSE STREET, HONGKONG.
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FIRST-CLASS PRIVATE HOTEL.

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Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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SINGLE ROOMS from \$4 a day, inclusive
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THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
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The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate. A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

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THE only FIRST CLASS HOTEL in the
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MACAO is distant 40 miles West of Hong-
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Hongkong at 2 p.m., and Macao at 8 a.m.
Connection made by Company's Steamer to
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Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHERNEY,
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fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1915]

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Per Case 1 Doz.

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C—MANZANILLA, PALE
NATURAL SHERRY, White
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CC—SUPERIOR OLD DRY,
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Red Seal Capsule ... 12.00

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PALE DRY, choice old
Wine, White Seal Capsule ... 14.40

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PALE DRY, very finest quality,
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B, C, and CC are excellent dinner Wines
and suitable for invalids and delicate
stomachs. D and E are after dinner Wines
of a very superior vintage. All are true
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Sample bottles and smaller quantities will
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We only guarantee our Wines and Spirits
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in the Colony or from our authorised Agents
at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

recriminations and jealousies. But, then France had not determined to dissociate herself from the common opinion of Europe; and this little fact made all the difference. For a moment mutual jealousies were forgotten, and as time went on each felt more and more how much more they had in common rather than how much they differed in detail. Yet in 1900 we are not, as we were forty-four years ago, fighting with China as a nation. Then the troubles of both were with the Empire, while to-day we have to redress wrongs committed, not by China as a whole, but by a comparatively insignificant faction who have dared to set aside the legitimate government of the Empire, and substitute in its place the rule of the faction of disorder. In fact the trouble we have to face is not now a Chinese one; the Chinese people as a whole has pretty well ascertained the nature of the patriotism of the Boxers, and their protectors at headquarters, and is well content that matters should settle down and the Emperor reassume his throne. For what has been done in the rescue of the Ministers they bear no grudge against the foreign troops, but they ask, What is to be the result? Proceedings such as those of the Russians at Newchwang, and the unseemly janglings of the French at Shanghai, are not calculated to inspire confidence. Nor is the prospect brightened when from local indications we turn to Europe, and we hear M. Delcasse adopting the schoolboy formula, "me and my big brother." We are not at war with China; nor do we desire to act as if we were, and the danger lies in the persistence with which our continental neighbours are seeking to assume that a case of war exists, in which, as interested parties, they feel called upon to take a hand. Primarily the Government of China is a thing for the Chinese, and we have no more concern with it than to see our treaties faithfully observed, and our nationals protected; when this desirable consummation after a long struggle seemed at last about to take place, a small section of irreconcilables took on themselves to suppress the Government, and formed a plot to exterminate every foreigner in the land, without regard to nationality. A very extensive series of massacres, involving fully a hundred innocent victims, has already taken place, and attempts to murder the regularly accredited representatives of foreign Powers, whose persons by the immemorial practice of nations, including China herself, are sacred, necessitated the employment of force to relieve them. The legitimate Government had, in fact, applied to us for moral support in its distress, but, like the Pharisee of old, we had crossed over the road and left it weltering in its own blood. Now what is there in all this to provoke the very unseemly display of snarling and tooth-showing to which we have been introduced? We are all, by our professions at least, actuated by the best of motives, and do not desire to sully our aims by a suspicion of plunder; yet we act as if each thought his neighbour little better than a highway robber. There is a case, as SHAKESPEARE reminds us, where "conscience makes cowards of us all," and surely did we not feel the itching strong upon ourselves, we should not be so ready to find it in others. Unfortunately in those few instances where nations have had recourse to the new-fangled theory of arbitration the result has in even fewer instances been such as restore harmony; and in this Peking outrage where every nationality stands as a prosecutor, there is not one left to try the issue, and we can only appeal to the finer instincts of Europe. In the case of Crete two years ago an international occupation was found possible. It is of course not desirable too frequently to repeat a condition which needs the very highest temper and statesmanship to bring to a successful completion without involving an international war. But in both this case and the earlier example of the Anglo-French occupation in 1859-64, there are instances to show that the present condition need not of itself lead to unfriendly acts.

The following appointment is notified in the *Gazette*—Company Sergeant-Major John Power, 24th Company, Eastern Division, Royal Garrison Artillery, to be Sergeant-Major to the Hongkong Volunteer Corps, vice Sergeant-Major Watling, deceased.

At the Magistracy on Saturday Sanitary Inspector L. E. Brett gave evidence against the owners of six houses for neglecting to concrete ground surfaces. A fine of \$10 per house was imposed. The owners of six houses were also fined \$15 per house for a breach of the regulations as to backyards.

George Waddell, of Ormeau Terrace, Kowloon, gave evidence at the Magistracy on Saturday against his boy, who had left his service without notice and whom he also charged with stealing an umbrella. The boy, who said he ran away because his master ill-treated him, was sent to prison for a month.

John Gooch, who describes himself as a short-hand writer, gave himself up to an Indian constable on Friday night on his arrival from Singapore, saying that he had no money and nowhere to go. The following morning he was brought before Mr. Hazland, declared a vagrant, and sent to the House of Detention.

During the 24 hours preceding noon on Saturday, there were reported three cases of plague and three deaths.

The transport *Hancock* on her last trip from Nagasaki to San Francisco made the passage in fourteen days, which is stated by Pacific shipping men to be the fastest on record.

The Government of Burma has notified that Aden has ceased to be an infected port for the purposes of rules relating to plague precautions, etc., in Rangoon, Moulmein, Akyab, Bassein, Tavoy, and Mergui.

There is a case of plague on board the O. & O. steamer *Coptic*, and the *Nagasaki Press* is informed that the vessel will be detained in quarantine at Kobo for ten days, and cannot therefore arrive at Nagasaki before the 29th inst.

The *Courier d'Haiphong* is responsible for the statement that the French Consul, doctor, and postmaster, who recently left Hoihow in consequence of the threatening aspect of affairs there, have received imperative orders to proceed to their posts immediately. The *Koromint* has been sent to Hoihow for their protection.

It would be well if householders on the upper roads would be on the guard just now, as quite a number of loose characters are prowling about to see what they can pick up. On Friday the police found three men watching a bungalow. One of them was seen to enter the grounds and then come out again. On the police making their appearance one of the men escaped. The other two were brought before Mr. Hazland on Saturday and sentenced to two months' hard labour as rogues and vagabonds.

A boiler-maker, who goes by the name of Lai Ning, was charged at the Magistracy on Saturday with burglariously entering houses Nos. 1 and 3, Kennedy Street, and stealing therefrom tools to the value of \$30. He had obtained an entry by removing some bricks by the side of the door. When coming out with the tools he was discovered and a hue and cry raised, and he was caught by a constable who happened to be in the vicinity. The man was sentenced to six months imprisonment, the first and last fortnights in solitary confinement.

The death is recorded at Shanghai last week of Inspector Hadley of the Shanghai Municipal Police. The deceased officer was only 26 years of age, and had but a few days before been taken into the General Hospital suffering from typhoid fever. Inspector Hadley was in the Welsh Fusiliers for eight years, six of which he had been sergeant. He also held the certificate for first-class gymnastic instructor and first-class transport officer, and at 18 years of age he was gymnastic instructor at Wrexham. His funeral took place on the 22nd inst. at the New Cemetery, Shanghai.

A telegram to a Japanese paper from Seoul, Corea, says that on August 16th an agreement regarding the privileges of working the Shoksan gold mine was signed. The agreement consists of eleven articles, allowing the Japanese to work an area of six *ri* from East to West and four *ri* from North to South measured from the Shoksan gold mine. Work is to be commenced not less than one year after the survey and the concession is for 25 years. The tax to be levied is 25 per cent of the net profit, and of the labourers employed nine-tenths must be Coreans. The machinery and the output of the mine are to be free from both import and export duty.

According to a Vienna despatch the Czar has recently promulgated the following instructions to newspaper editors: 1. No reference to the movement of Russian troops or warships. 2. Papers must bear in mind that the Czar is actuated only by a desire to maintain peace and goodwill among the nations. 3. No gossip about differences among the Powers that would be displeasing to the Government. 4. No criticism of Russian diplomacy or of military or naval strategy. 5. Editorial writers should recollect that Russia is predestined to predominate in Asia. 6. Comparisons may be made between Russia and foreign troops and seamen when unfavourable to foreigners.

Europeans wishing to hire rickshaws near the Sailors' Home, West Point, frequently have to call upon the police before they can get what they require, as the coolies in that quarter are averse to going East. The other day two Europeans who wanted rickshaws, and who could not get the coolies to take them, called a Chinese constable, who told the coolies that they could either do what was required of them or be locked up; needless to say they did not choose the latter. A Chinaman who had a couple of "out-west" girls with him thought he would show off. He accordingly began to jeer at the constable, who promptly ran him in and brought him before Mr. Hazland on Saturday morning, when he was fined \$15 for disorderly conduct.

A rather good story is told of the steamer *St. Regulus* which left this port some time ago for the South. She was chartered to take a cargo from Singapore to New York, and among the goods in the fore-hold were four immense pythons put on board for shipment to New York. They were intended for sale to a zoo in America and the speculation was regarded as a good one. The snakes were dormant, but it was decided to put a good-sized pig in the cage of the largest snake to serve as a lasting meal when the huge reptile got hungry. At first the porker was terror-stricken and ran wildly about the cage, but as nothing happened he calmed down. Then the pig got hungry, and a week later made an attack upon the body of the snake. He almost had the reptile cut in two before it was aroused and by that time the battle was over. The pig then finished him. The snake cost \$200, and the pig \$9.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 25th August:—"The tone of our market has been much firmer, and most of the transactions have been at higher rates."

The Commercial Treaty between Montenegro and the United Kingdom, which was to have expired on the 13th June, has been prolonged until 1st January next.

Leung Chi-tso, one of the Chinese reformers, who fled during the coup d'état at Peking, and got safely across the Pacific, has returned to China by the *Nippon Maru*, now being used as an American transport.

It is widely asserted in Canton, and has gained publication in several Chinese vernacular journals, that the executioners there, since Li Hung-chang's departure, have gone on strike. They now receive 25 cents a head for their work, but they say that on less than 50 cents they will starve.

H.M.S. *Est* was paid off at Shanghai on Tuesday last, and recommissioned next day by Lieut. and Com. William F. Blunt, vice Lieut. and Com. Chadwick, Mr. James G. Watt succeeds Dr. Hugh S. Burdison as surgeon, while Sub-Lieut. A. C. Golden and Gunner W. J. Johnson remain from the old commission.

According to a Nagasaki paper, the Mitsui Bishi Company has signed a contract with the American authorities in the Philippines to supply 60,000 tons of Japanese coal, which are to be delivered up at Manila in four months, for the use of American men-of-war and transports. Kanara coal has been selected, and it is said that the first consignment of 5,000 tons is now ready for shipment.

YUNG LU AND TUNG FUHSIANG.

TWO LETTERS DISCOVERED.

The Canton *Ling Hoi Po* of the 22nd inst. reproduces from the *Chee Sun Po*, of Shanghai, the following letter from Yung Lu, Viceroy of Chihli, to General Tung Fuhsiang, with the latter's reply. The letters are believed to be authentic and were discovered among some confidential documents in the yamen by an official who passed them on until ultimately they reached the papers.

From Yung Lu to Tung Fuhsiang—Your brother Shing Wu has received your letter and acknowledges its contents. He knows that the foreigners of different countries have been insulting China and ill-treating her people in a manner that has aroused our rightful indignation, and rendered it a matter of great inconvenience to us in the transaction of our internal affairs. All those that know something of foreign affairs are as afraid of foreigners as of tigers. Yet they are only relying upon the strength of their ships of war and guns to terrify us. Their territory is small and their people are few in number. They have robbed us of our lands and goods. Apart from their strong ships and fearful guns they are worthless and have nothing else to boast of or for us to fear. Their guns and ammunition we have, and as our soldiers are well trained and smart, we should have no fear of them. The year before last, when Italy wanted our San Mun Wan Bay, I strongly opposed her, and she could not do anything. Now we have with us Prince Tuan as our chief supporter, the new governor, and some millions of *I Ho Chuan* who intensely hate all foreigners as much as they hate the Christians. With their magical skill we have a set of patriotic people whom Heaven has sent us. The foreigners that live here are few, and it will be easy to sweep them out. I swear that I will kill the whole generation of them, so as to stop their ill-treatment of us. I have the talent of a general and the dignity of nobility, and I command fine soldiers; so the foreign barbarians are afraid of me. We have long ago had the intention of killing them all, and now with the help of the Boxers, whom we shall supply with arms and ammunition, we shall be quite able to oppose them, and make for ourselves an everlasting name all over the world. I hope you will fall in with my plan.

[Sd.] YUNG LU.

Tung Fuhsiang answered as follows:—I have received your Excellency's instructions yesterday, and thank your Excellency for it. Your Excellency says that the barbarians have been insulting us exceedingly, and that you have sworn to kill them so as to stop their ill-treatment of us. I quite agree. With the help of the *I Ho Chuan* we shall be quite able to fight them. Since your Excellency has shown such loyal indignation, and spared no trouble to carry out your object, I too with my poor talent have the same intention. How dare I disobey your Excellency's order? Fortunately we have the *I Ho Chuan*, who are gifted with mystical arts and supernatural skill, and who are as loyal and as patriotic as they are brave. They fear no death, and are ready to risk their lives for the love of their country, to kill and sweep out all the foreign barbarians, so as to win a name for the future. This, I am confident, your Excellency is quite able to accomplish. Your Excellency is in an exalted position, and of your Excellency's skill, clear judgment, and extraordinary merit I have not the least doubt. Having received such orders from your Excellency it is my duty to make all military preparations, and to await an opportunity for rising. I shall do my best to render all possible help and am willing to sacrifice even my life to repay your favour. I hope your Excellency will honour me with further instructions and I shall report to your Excellency the state of our army.

[Sd.] FUHSIANG.

LATEST STEAMER MOVEMENT.

The M. M. steamer *Salazie*, with the next French mail, left Saigon on Sunday, the 26th inst., at 6 a.m. for this port.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amoy, 25th August, 3.20 p.m.

JAPANESE ACTION AT AMOY.

One hundred armed Japanese with two machine guns have landed at the British Concession, Amoy, and entered the city. The object of this action is unknown.

Amoy, 26th August, 6.30 p.m.

CHINESE PUZZLED AT JAPANESE PROCEEDINGS.

One hundred and fifty more Japanese have landed here below the British Concession and entered the city. The local Chinese are quiet and are unable to understand the present proceedings of the Japanese. The warships have changed their positions.

Shanghai, 26th August, 10.44 p.m.

MORE TROOPS WANTED AT PEKING.

No late news has arrived from Peking except the intimation that more troops are wanted.

NO TRUTH ABOUT IMPERIAL REFUGEES.

No reports as to the location of the Imperial refugees are reliable; those issued are intended to mislead the foreigners.

CHANG CHIH-TUNG STILL KILLING REFORMERS.

Chang Chih-tung has executed numerous reformers on the absurd charge of rebellion.

THE FRENCH AT SHANGHAI.

The French troops from the South are landing in Shanghai to-morrow (Monday).

SHANGHAI CELEBRATES PEKING'S RELIEF.

Both Councils have decided to illuminate the Settlements on Tuesday. There will be a Fire Parade to celebrate the relief of Peking.

London, 25th August, 8.30 p.m.

THE JAPANESE SHARE OF THE RELIEF WORK.

General Gaselee's official report states that the Japanese had the hardest task in the march to Peking.

THE WAR IN SOUTH AFRICA.

London, 24th August, 8.40 p.m.

ANOTHER SUCCESS FOR BADEN-POWELL.

It is officially reported that General Baden-Powell has had an engagement at Warmbath. He rescued a hundred British prisoners, captured twenty-five Boers, a German artillery officer, and a field-cornet.

MORE AMMUNITION FOUND.

General Buller's Yeomanry patrols at Broadwater found a large quantity of ammunition which had been buried by the Boers.

DEATH SENTENCE ON CORDUA.

It is unofficially reported that the death sentence passed on Lieutenant Hans Cordua has been confirmed.

London, 25th August, 8.30 p.m.

THE POSITION OF THE GENERALS.

Lord Roberts reports from Wonderfontein that General Pole-Carew has occupied Belfast. General Buller is six miles south-west of Dalmanthia, General French east of Machadodorp, and General Methuen at Zeerust.

MISHAP TO BULLER'S FORCE.

General Buller has met with considerable opposition. The firing line, consisting of two companies of the Liverpool Regiment, advanced into a hollow beyond sight of the main body of the British and was surrounded by the Boers. Their casualties were 10 killed, 46 wounded, and 32 missing.

REUTER'S SERVICE.

LONDON, 23rd August.

THE SOUTH AFRICAN WAR.

Generals Baden-Powell and Paet, on the 20th instant, fought a rearguard action with Commandants De Wet and Delarey, whom General Hamilton is also pursuing. It is evidently Commandant De Wet's intention to go to Bushveldt for a general concentration of forces, including Commandant Botha's commando.

THE UNITED STATES AND THE CHINA CRISIS.

The United States have rejected Li Hung-chang's application for the appointment of a peace negotiator, on the ground that the conditions previously submitted to China have not been complied with.

THE COURT MARTIAL AT PRETORIA.

The Court Martial at Pretoria has found Lieut. Cordua guilty on all counts; sentence was deferred, pending reference to Lord Roberts.

LONDON, 23rd August.

THE WAR IN SOUTH AFRICA.

Commandant De Wet has recrossed the Magaliesberg with 390 followers, as he found it hopeless to proceed eastward. He has buried his guns and intends to return to the Orange River Colony.

Three transports with 1,080 prisoners and half a battalion of Gloucesters have sailed from Durban to Ceylon.

The Boers have destroyed 100 yards of railway near Dannhauser, derailed a train and placed a long Tom near Ingogo, with which they are bombarding the bridge.

Commandant Louis Botha, with four other commanders and 8,000 men and the whole of the Boer Artillery, are reported to be concentrated at Machadodorp.

STRIKE IN THE WELSH COLLIERIES.

Owing to a strike at Taffvale, railway work is stopped over thirty collieries; shipping coal at Cardiff has almost ceased.

LONDON, 24th August.

THE CRISIS IN CHINA.

It is intimated in Washington that it will possibly be necessary to continue to garrison Peking all the winter.

The United States have diverted 4,000 troops bound for China to Manila, judging the force in China to be adequate.

THE WAR IN SOUTH AFRICA.

General Baden-Powell engaged Commandant Grobler's rearguard all day on the 21st inst., and drove the enemy to the eastward of Pioniers River. During the fight two advanced guards galloped into each other. Both lost heavily. Col. Spryckley and four men were killed, and two officers and six men wounded.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Palamedes* reached Hongkong again from Calcutta on Saturday, bringing with her some Mounted Sappers, with Lieut. Patterson, Sappers and Miners; a Balloon Section; Lieut. Johnson, 1st Bombay Lancers; a Sanitary Establishment; 2 N.C.O.'s, 318 troops and followers; and 8 nursing sisters.

The *Lauralia* brought a squadron of the 3rd Bombay Cavalry (Capt. Edwards and Cooper, surgeons Cleveland, five native officers, 121 N.C.O.'s and men, 83 followers, with horses and mules).

The hospital ship *Maine* also arrived on Saturday.

The *Itanda* returned from Shanghai, and the *Urtana* from Taku and Weihaiwei.

The transport *Fusika* left on Saturday for Weihaiwei, and the *Sirha* and *Duke of Portland* left for Calcutta.

The *Vorony*, of the Russian Volunteer Fleet, left on Saturday for Shanghai, escorted by the cruiser *Admiral Nachimov*.

Yesterday the *Patella* reached Hongkong from Calcutta, bringing the Headquarters and a wing of the 24th Pajawal Infantry. (7 British and 8 native officers, 377 N.C.O.'s and men, 72 followers, with horses and mules); and part of the 69th Field Hospital (1 British officer, 6 men, and 65 followers).

The *Palamedes* and *Andillan* left yesterday for Taku, and the *Itanda* and *Urtana* for Calcutta.

The troopship *Salazie* arrived yesterday from Sydney, which she left on the 8th instant.

The Austrian cruiser *Kaiserin Elisabeth* arrived yesterday from Singapore.

THE FALL OF PEKING.

Details are still wanting of affairs at Peking and in its neighbourhood. The following items in the N.C. *Daily News* come from Chinese sources:—

THE RIGOR OF TERROR.

at Peking, according to the latest news, prior to the flight of the Empress Dowager, must have been terrible. The policy of Prince Tuan and the Empress Dowager appears to have been to make away with every one suspected of friendship with foreigners, and all who have spoken in disparaging terms of their beloved Boxers. Even those who were at first carried away by the enthusiasm of the moment, but who subsequently saw through them and avoided them, have not escaped the general massacre, and men like the highest reactionist Ting Chieh (Manchu), Provincial Treasurer of Chihli, have also been executed at the demand of the Boxer chiefs. "For speaking disparagingly of the patriots."

THE EMPEROR STILL REPORTED IN PEKING.

The hopes of a numerous body of the Reform Party at Shanghai with reference to the safety of the Emperor, were considerably raised by the news received from a member of the Party, a Secretary of the Governor Yuan Shikai at Chihai, to the effect that two of the latest Imperial decrees (11th and 12th inst.) received by

The Daily Press.

HONGKONG, August 27th, 1900

It is sometimes instructive as well as interesting to look back in the pages of history, and find what under very similar circumstances has been done in previous times. The Marquis de Moers's account of the war in China in 1857-58 is an instance of how two great nations with common wrongs to redress can, by a little yielding on each side, conduct to a successful issue a question comprising so many different interests as a war in China. Both France and England had in 1855 wrongs to redress in many respects not unlike those agitating the two nations to-day. "Between Great Britain and the Celestial Empire there had long been differences and disputes, which, increasing in importance from day to day, at last terminated in a sudden rupture. . . . The French could not remain inactive while events of such magnitude were taking place in the far East. It was proper and necessary that they should take a part both in the diplomatic and military proceedings. They had besides, on their own account, insults to avenge and just causes of complaint for which to demand redress." There was here as good a ground for quarrels and jealousies as in the present trouble, but the way in which France then set about her task was very different. Both nations determined to undertake the work of adjustment in common, and threw their influence and power into a common channel. The two nations that had found themselves fighting side by side in the Crimea again decided that they should in China afford one another mutual support; and as a consequence the work which both had in hand was accomplished to their mutual satisfaction, and at a much less cost to either than if they had been all the while indulging in mutual

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Davies, will be despatched as above on SATURDAY, the 1st September, at NOON.
For Freight or Passage apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 25th August, 1900. [2277]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 2nd September, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 27th August, 1900. [15]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on THURSDAY, the 20th September.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1900. [2203]

GOVERNMENT NOTIFICATION.

No. 430.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 P.M., are published for general information.
By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 18th August, 1900. [2280]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1.	Inland Lot No. 1,014.	Market Street and Upper Station Street, Tsimshui-shan.	315 ft. 3 in. by 45 ft. 4 in.	11,172 25/100	35,438

GOVERNMENT NOTIFICATION.

No. 431.

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By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 18th August, 1900. [2281]

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THE HONGKONG WEEKLY PRESS is now ready and contains:-

The Relief of Peking.
The Missionary Outrages.
Russia and the Crisis.
The Naval Yard Extension.
Shanghai and the Peking Story.
The Crisis: Telegrams.
Supreme Court.
The Crisis in China.
The Relief of Peking.
The Soldiers and Sailors' China Relief Fund.
The Li Yuen Street Gambling Case.
The Gage Street Cutting and Wounding Case.
Hongkong and Shanghai Banking Corporation.
Hongkong and Whampoa Dock Co., Ltd.
The Hongkong Hotel Company, Limited.
Canton.
Sandakan Notes.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 24th August, 1900.

NEW ADVERTISEMENTS

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By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 18th August, 1900. [2282]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Three Lots of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOTS.

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1.	Inland Lot No. 1,014.	Market Street and Upper Station Street, Tsimshui-shan.	315 ft. 3 in. by 45 ft. 4 in.	11,172 25/100	35,438

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in all cases it will be at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.
Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th August, 1900. [2275]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'clock P.M. for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

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JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th August, 1900. [2195]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel to-MORROW (TUESDAY), the 28th August, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th August, both days inclusive.
By Order of the Board.
C. MOONEY,
Secretary.
Hongkong, 17th August, 1900. [2229]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 per Cent. per Share and BONUS of 12 per Cent. per Share for the Six Months ending 30th June, 1900, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 21st August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, Praya.
By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 21st August, 1900. [2246]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5 per Cent. (Two Dollars and Fifty CENTS PER SHARE) for the Six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.
By Order.
EDWARD OSBORNE,
Secretary.
Hongkong, 17th August, 1900. [2228]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'clock P.M. for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.
JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

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JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th August, 1900. [2195]

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 28th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SILVER RESERVE.....2,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.

N. A. SIBBS, Esq., Chairman.

R. SHERMAN, Esq., Deputy Chairman.

E. Goetz, Esq.

Hon. R. M. Gwy.

Hon. A. Haupt, Esq.

Hon. J. J. Kanwick.

D. Meyer Moss, Esq.

H. W. Shade, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....£1,000,000

PAID-UP CAPITAL.....£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:

CHAN K. SHAN, Esq., D. GILLIES, Esq.

Chow T. SHANG, Esq., J. T. LAURE, Esq.

Chief Manager,

Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5 1/2.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA) LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000

PAID-UP CAPITAL.....1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUTCHI SOYEDA, Esq., President.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

- PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.
- HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.
- V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

- THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

- "DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

- BOOKSELLERS AND STATIONERS
- W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

- KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

- THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.
- THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographs
Requisites, Queen's Road.
- WATKINS, LD. APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

- KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

- KWONG HING,
China Porcelain, Crockery Ware, 50a,
Queen's Road Central.

DENTISTS

- WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.
- WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

- EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

- SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

- SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street,
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

- A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

- LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

- THE MUTUAL STORES,
SUB-AGENTS LIPSTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

JEWELLERS

- KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

- MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Waters' Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

- SUN SHING, Established 1840.
Silks, Ganges, Crepe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

- WAH LOONG,
Gold and Silversmiths, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

- EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

- WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

- E HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

- MEH CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateurs' Requisites.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

- M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, Cl.
- YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

- H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl, also Wanchai
Amateur's Requisites a Specialty.

PRINTING

- "DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

- KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 18, Praya Central.

SILK GOODS DEALERS

- DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

- TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods, 4,
D'Aguiar Street, First Floor.

- WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, Cl.

SILK-LACE MANUFACTURERS

- FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

- F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

- KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 14, Des Voeux Road.

- MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

- AM-MEN, HING-CHEONG & CO.,
Tailors, Dampers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

- R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

- HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

- TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, 52, Queen's Rd. Central.

- YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

- D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars, 25,
Fettinger Street.

- KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaght House, Queen's Road.

- VICTORIA CIGAR DEPOT,
1 and 2, Lequere Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

- H. PRICE & CO.,
12, Queen's Road
and Calle Anlagas, Manila.

WO FAT & CO.

- SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

- RUINART PERE & FILS, REIMS
Established 1719
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTE, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [1521]

- 怡生號
YEE SANG & CO.,
COAL MERCHANTS
Have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.
Address—Care of Messrs. Kwong Sang & Co.
No. 144, DES VŒUX ROAD. [32]

- BOMBAY-BURMAH TRADING COR-
PORATION LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS AND SCAL-
TINGS, PLANED, TONGUED, AND GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
&c. TEAK SHINGLES FOR ROOFING.
PINKADOON RAILWAY SLEEPERS for all
Gauges.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1633]

[ALL RIGHTS RESERVED.]
THE BRITISH ARMY.BY
H. O. ARNOLD-FORSTER, M.P.

VII.

FAULTS TO BE REMEDIED.—THE COLONIES
AND THE DEFENCE OF THE EMPIRE.—
CONCLUSION.

SOME FURTHER DETAILS.

In the last article reference was made to the main principles, the recognition of which can alone produce any permanent and satisfactory reform in our Military system, and one or two matters of detail were also mentioned. It is proposed to devote a small portion of the present article to an extension of the list. It is not possible within the limits assigned to explain at length the reasons which might be adduced in favour of the changes recommended, nor, though they are capable of defence, and are indeed in harmony with the views of many competent authorities, are any of them represented as being absolutely essential. No detail is essential, though some details are very important.

The necessity for altering the personnel of the War Office was referred to in the last article, and the need which exists for a thoroughly competent and well instructed body of men, whether under the name of a General Staff, or any other title, has been insisted upon. The desirability of clearly defining the relations between the Commander-in-Chief and the Secretary of State for War has been dwelt upon. For the Executive Military work the Commander-in-Chief should be made responsible to the Secretary of State. Many good judges are of opinion that while the Commander-in-Chief should be made supreme in executive duties, he should be relieved from the work of planning campaigns and devising strategy in peace time, and that this work might be more conveniently carried out by a Chief of the Staff. There is a great deal to be said in favour of this view.

OFFICERS, THEIR TRAINING, APPOINTMENTS, AND EXPENSES.

The war in South Africa has demonstrated that those who declare that the education of our officers was not adequate to enable them to perform their duties with success in war, were right. We must, therefore, at length consent to give our officers proper opportunities of instruction; manoeuvres must be the rule and not the exception; troops must be constantly exercised in peace time in doing those things which they are likely to have to do in war time, and the merits of an officer must be judged by his ability to perform the duties incident to war as far as the conditions of peace permit.

With regard to the officers themselves, it is probably not true to say that as a class they are incapable of improvement, but they possess very high and rare qualities, and their deficiencies, such as they are, are largely due to their lack of opportunities. As a rule the British officer will perform whatever duty he is asked to perform. If he is asked to study his profession in a more practical way than he has hitherto done, he will doubtless respond to the call. At the same time there does seem to be great reason in the complaint which is constantly made that service in the Commissioned ranks is necessarily so expensive that admission to them is practically confined to a single class, and that a class distinguished by wealth and not by merit. The problem of how to diminish the expense which an officer has to bear is a much more difficult one than some people suppose, and hasty measures may end in very unfortunate results. But an immense amount can be done to reduce the cost of living in a regiment, and to make life in it tolerable and pleasant to a poor man.

Before leaving the question of Officers, it is well to add that much would be gained if the higher commands were assigned in peace to those likely to exercise them in war. The hasty organisation of the various Staffs of the Army in South Africa was scandalous in itself, and detrimental to the interests of the service. The following, for instance, was the composition of the Staffs of the Natal Field Force and the South African Field Force:—

NATAL FIELD FORCE.—COMPOSITION OF STAFF.
Staff Appointment. Former Appointment.
General Officer Com- Quarter-Master General
manding at the War Office.
Assistant Military Sec- Assistant Military Sec-
retary at the War Office.

Chief Staff Officer Commandant of the
A.A.C. Hythe Musketry
D.A.A.G. No previous Staff Ap-
pointment.

C.R.A. (A Colonel) C.R.A., Umbala.
C.R.E. (A Colonel) C.R.E., Natal.
Commanding Line of A.Q.M.G., Head-
quarters, India.
Communication, India.

SOUTH AFRICAN FIELD FORCE.—COMPOSITION OF STAFF.
General Officer Com- G.C.O., Aldershot.
manding A.A.G. for Mobilisation
at the War Office.
Military Secretary A.A.G. for Mobilisation
at the War Office.

A.A.G. Commandant of the
Staff College.
D.A.A.G. A Military Attaché at a
Foreign Court.
D.A.A.G. A Volunteer Adjutant
from Dover.

It is clearly not desirable that these "scratch" arrangements should be permitted in the future. Moreover, it is most desirable that there should be some permanent organisation at Aldershot and other great Military centres. Three times during the present war has the whole Head-
quarters Staff at Aldershot been cleared out and replaced, and as might have been anticipated, the result has been absolute chaos.

THE BANK AND FILE.
With regard to the rank and file, one or two suggestions may be permitted: In the first

Place the term of service should be altered; at present it is either too short or too long. Short service ought to be real short service, three years at the outside, and men enlisting for this term should be engaged for home service in peace time. The seven years period, so constantly exceeded, and so inadequate, as events have proved to our general requirements, should be extended to twelve years as in the Royal Marines, and those enlisting for it should be liable for general service. It would probably be wise to pay a higher rate to long than to short service men, and if this practice were adopted, the problem of employing Colonial regiments side by side with regiments from the United Kingdom would be solved. At present the different rates of pay creates great difficulty.

Everything should be done to stop the waste in the Army. The way to stop it is to improve the condition and prospects of the soldier; the actual pay of privates, as such, need not be increased, but the Naval plan of giving extra pay for every military accomplishment, should be more largely adopted in the Army than it is at present. Non-commissioned officers re-en-
gaging should also be paid at higher rates, and those who signify their intention to re-en-
gage before the expiration of their seven years term should at once receive the higher pay. It is impossible to guarantee employment to all persons who have served in the Army, but a far more serious effort should be made than hitherto to give employment to every deserving, time-expired soldier. But what is much more important is some plan by which the performance of a certain term of service under specified conditions shall absolutely entitle a soldier to employment. The chance of employment is no inducement to a man on enlistment, but certainty is everything. It must not be supposed that everything would go well at first. The inducements offered hitherto have not brought the best class of men into the Army, and naturally therefore there are many complaints of the unfitness for employment of those who are discharged from it. Time must be given to allow of the better inducements producing a better class. More attention should be given than at present to the question of barracks accommodation, which in many cases is detestable, nor should the matter of uniform be left out of sight. The fact that a plain working dress is required for the field is no reason whatever why the walking out and parade uniform should not be handsome. Those who have seen the Prussian Grenadiers will know that the idea of utilising a handsome uniform as an attraction is not lost sight of in the German army. For the last forty years the infantry tunics have been growing more and more unsightly and unpleasant, till now a soldier looks like a roll of red flannel tied up in the middle. A soldier is like any other man, he likes to be well dressed.

THE ENLISTMENT OF BOYS.

With regard to recruiting, many things might be said, but there is only room here to suggest one very obvious change which might be made. At present we recruit boys and call them men, and thereby do nothing but harm to everybody concerned. It can hardly be doubted that were boys recruited as boys, kept at school till they were 16, and then either sent to Training Depot, or attached as Cadet Companies to the Home Battalions until they were 18, an excellent class of soldier would be obtained.

Lastly, in this short list of reforms, we would include the abolition of the present practice of maintaining one battalion as the depot for another. It is dangerous and useless. There is no reason whatever why a whole battalion should be made ineffective in order that another battalion may be supplied with recruits. To the linking of battalions for purposes of promotion, &c., there can be no objection, but the plan of turning a battalion into a depot is most mischievous. It is difficult to exhaust the catalogue of disadvantages which attach to the system, but chief among them is the fact that under it that no battalion at home is ever fit for war. It is absolutely essential that this state of things should cease, and that we should always be able to despatch at least 35,000 men from this country, without calling upon the Reserves, and without breaking up the whole of the regimental organisations. The establishment of the Cavalry regiments should be largely increased, the present small establishments are most uneconomical and are most detrimental to efficiency.

So much for the question of remedies; the mere fringe of the question has been touched upon, but the space at our disposal does not permit of more exhaustive treatment.

The fact is that unless we do, as a nation, take some steps to put our house in order, we shall suffer probably as we have never suffered before. We have spoken in these articles of the Army only, but it is not in the army only that a radical change in our method is necessary. Fifty years ago Europe was run on feudal lines and Great Britain was just inventing free trade, go as you please system, which achieved such success. The system was as far ahead of the Continental one as the Brown Bess was ahead of the Arquebus, and for a time we left all competitors far behind us. Then came the turn of the continental nations; they too changed their old system for a new one, starting later than we did, they took a better road; they began to organise themselves on a scientific basis, and the result is that they are rapidly leaving behind us like our own, which has no scientific organisation at all, they in their turn will soon be as much in advance of us as the Magazine Rifle is in advance of Brown Bess. Until we realise the necessity of scientific organisation, until we accept Lord Rosebery's advice to organise the Empire on a business footing, the danger which threatens us will remain and will daily increase.

THE SELF-GOVERNING COLONIES AND IMPERIAL DEFENCE.

One word must be said before bringing this

series to a close, with regard to the participation of the great self-governing Colonies in the defence of the Empire. The events of the last few months have shown what the value of this co-operation is, and with what loyalty the Colonies are prepared, under certain circumstances, to offer it. It is difficult to exaggerate the value of the help that has been given, a value perhaps even greater from a moral than a material point of view. But it would be idle to ignore the fact that unless, and until, the United Kingdom and the Colonies agree upon some regular basis of Naval and Military contribution, the waste will be great and the service rendered in comparison with the efforts made will be small. It is no exaggeration to say, that in the event of war, a hundred men whose presence can be counted upon, and whose organisation has been settled in advance, are worth a thousand men hastily contributed, and utilised under conditions which are dictated not by strategic considerations, but by political convenience, or by the accident of the moment. It should be the aim of everyone who is anxious for the welfare of the Empire, to promote the organisation of the resources of the Empire in peace time, in order that they may be made truly effective in war. And while it is important that the personnel should be so prepared and organised, it is equally important that the "material" should be made uniform and interchangeable in every part of the Empire.

SUMMARY.

And now it only remains to sum up, as briefly as possible, the lessons which these articles have been intended to enforce. It has been the object of the writer to show that the Empire was never more in need of a well organised defensive system than at present. To point out that though that need exists and is admitted, little or nothing has yet been done to organise the great resources of the Empire upon any reasonable basis, for the purpose of defence. That those who might fairly be regarded as chargeable with this duty, show no signs of an intention to perform it, and that our institutions are of such a character that unless an impetus be given from without, no change is likely to take place in the methods or in the results of our present military system.

THE DUTY OF OUR READERS.

Can that impulse be given, and whence is it to come? That is the problem which concerns our readers. It is often the habit with persons who neglect their duty, to salve their consciences, or to evade punishment, by pleading that the duty with which they are charged is really somebody else's duty. This method of evasion finds particular favour with the generally anonymous defenders of the War Office, who under various high sounding pseudonyms, come to the rescue of a Department, for whose failures they are themselves, if the truth were known, not a little responsible.

THE WAR OFFICE, PARLIAMENT AND THE PUBLIC.

"Why blame the War Office?" say these apologists, "what has the War Office to do with the matter? It may be that everything is not as it should be, but who are the true offenders? First of all there is that wicked Department, the Treasury, which is always preventing the War Office from following its own noble impulses; secondly there is Parliament, which has no right whatever to blame the War Office, because it is itself responsible for the Army; and lastly, there is the British public, which is above everybody else to blame, because it will not 'take interest in the Army,' and see that the War Office does its duty."

It is not easy to condemn in sufficiently strong terms the impudence of this argument in the mouths of those who use it. Of the endless quarrel between the War Office and the Treasury it is not necessary to speak at length. When the Treasury and the Admiralty have fallen out, the Admiralty has won because the Naval officials have refused to allow their representatives in Parliament to say that all was well with the Navy when they knew that all was not well. When the War Office officials have done the same thing with regard to the Army, they will have a right to complain of the Treasury, and not before. But the complaint against the House of Commons and against the British public is really very absurd. Since the House of Commons declined to vote money to William III. for the importation of a Regiment of Dutch Guards into London (a refusal, by the way, which they afterwards cancelled), the House of Commons has never refused to grant any sum of money for the service of the Army which has been asked for by a responsible Minister, and declared to be for the good of the service. When the War Office can show that any shortcoming on their part is in the slightest degree due to the action, or inaction, of the House of Commons, it will have some right to shift the burden of its own responsibility on to the back of the House of Commons. At present it has absolutely no such right. To lay the responsibility upon the public is an even more impudent act. The country pays, and pays cheerfully, many millions a year for the Army. It pays hundreds of thousands for the maintenance of the War Office itself, and yet we are to be told, that if that Department is incompetent, if it fails in its duty, if it neglects the defence of the Empire, if it provides no plan for the organisation of our resources, it is the public and not the Department which is to blame. This is a strange

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doctrine, which has had no application since the days of the French Revolution. But after all we are a practical people, and if the War Office chooses to take this attitude, chooses to abandon its proper position, and openly admits that it is either incompetent or unwilling to do its duty without the stimulus of a popular agitation then clearly it is high time that that stimulus should be applied.

CONCLUSION.

It is in the hope that these articles may have in some degree contributed towards enlightening a certain portion of the public with respect to the true condition of our Military system, and of convincing them how absolutely incompetent those who administer it under present conditions are to perform their elementary duties, that the author now offers them to the readers of this journal. If any of those who have read them are convinced that a danger exists, that it can and must be removed, and that they can themselves contribute in some small degree towards its removal, the writer will have achieved all that he hoped.

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Hongkong, 19th August, 1899. [27]

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Hongkong, 17th February, 1899. [89]

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Hongkong, 15th September, 1899. [175]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th Sept.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	G. Meyer	MELCHERS & CO.	On 6th Sept. at Noon.
MARSEILLES, &c, VIA PORTS OF CALL	ERNEST SIMONS	Frco. str.	—	Durande	MESSAGERIES MARITIMES	To-day, at 1 P.M.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 21st Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 20th Oct.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	JODWELL & CO., LIMITED	On or about 31st inst.
NEW YORK VIA SUEZ CANAL	GLENESE	Brit. str.	—	J. Truebridge	SHEWAN, TOMES & CO.	On or about 15th Sept.
VICTORIA, B.C. & TACOMA	EMPERESS OF INDIA	Brit. str.	—	O. F. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Sept.
VANCOUVER, VIA SHANGHAI, &c	BRAEMAR	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 20th inst.
PORTLAND, OREGON, &c	CITY OF PEKING	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	To-morrow
SAN FRANCISCO VIA SHANGHAI, &c	COPTIC	Brit. str.	—	—	O. & O. S. N. Co.	On 18th Sept.
SAN FRANCISCO VIA AMOY, &c	AMERICA MARU	Brit. str.	—	—	TOTO KISEN KAISHA	On 11th Sept. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	BERNHUIS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th Sept.
SAN DIEGO, &c, VIA SHANGHAI, &c	ISLAND	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	MCNICH	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 6th Sept. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	BOHILLA	Brit. str.	—	Krebs	MELCHERS & CO.	On 5th Sept. at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	RADNORSHIRE	Brit. str.	—	C.H.S. Toogoe, R.N.R.	P. & O. S. N. Co.	On or about 1st Sept.
NAGASAKI, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	Hadley	SHEWAN, TOMES & CO.	On or about 1st Sept.
MOJI, KOBE & YOKOHAMA	PAKHAI	Brit. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI	SALAZIE	Frco. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TELEMACHUS	Brit. str.	—	Negre	MESSAGERIES MARITIMES	On or about 28th inst.
SHANGHAI	MAIDUO MARU	Jap. str.	—	E. Street	P. & O. S. N. Co.	On or about 31st inst.
SWATOW, AMOY & TAMSUI	ANTING MARU	Jap. str.	—	Sawyers	BUTTERFIELD & SWIRE	On 2nd Sept. at Daylight.
SWATOW, AMOY & TAIWANFOO	TAINAN	Jap. str.	—	T. Ogata	MITSUBI BUSHAN KAISHA	On 5th Sept. at Daylight.
MANILA	LOONGSANG	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 31st inst. at 4 P.M.
CEBU & ILOILO	WONGKOL	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	On 31st inst. at 4 P.M.
SINGAPORE	ABRATON APCAR	Brit. str.	—	Pennafether	BUTTERFIELD & SWIRE	To-morrow
SINGAPORE, PENANG & CALCUTTA	CHELYDRA	Brit. str.	—	Brook	BUTTERFIELD & SWIRE	To-morrow
SINGAPORE, PENANG & CALCUTTA	—	—	—	A. Stewart	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	—	—	—	Davies	JARDINE, MATHESON & CO.	On 1st Sept. at Noon.

SHIPPING.

ARRIVALS.

Aug. 24, DAPHNE, German str., 1,290, Th. Nissen, Nagasaki 19th August, Coal-SIEMSEN & Co.

Aug. 24, PRESIDENT, British bark, 750, W. B. Munro, Fremantle, West Australia 4th July, Sandal Wood—SIEMSEN & Co.

Aug. 25, MAINE, British transport, 2,583, F. Stone, Southampton 13th July.

Aug. 25, PROGRESS, German str., 687, Brandt, Toronto 23rd August, General—CHINESE.

Aug. 25, PALAMCOTTA, British transport, 3,413, A. J. Windebank, R.N.R., Calcutta 12th August.

Aug. 25, ITINDA, British transport, 5,400, Comdr. G. D. Clarke, R.N.R., Shanghai 19th August.

Aug. 25, KUNG PING, Japanese str., 1,741, J. Symons, Shanghai 21st August, General—CHINESE.

Aug. 25, URLANA, British transport, 3,384, J. Wilson, R.N.R., Taku 19th August and Weihaiwei 20th.

Aug. 25, HANOI, French str., 749, Pannier, Haiphong 23rd August and Hoihow 24th, General—A. R. MARTY.

Aug. 25, HAILAN, French str., 777, M. Morles, Pakhoi and Hoihow 24th August, General—A. R. MARTY.

Aug. 25, INDRABELLI, British str., 3,152, N. E. Craven, Amoy 24th August, Tea and General—JARDINE, MATHESON & CO.

Aug. 25, SIAM, British str., 902, H. Holton, Saigon 21st August, Rice and Meal—BRADLEY & CO.

Aug. 25, THALES, British str., 820, Passmore, Swatow 24th August, General—DODWELL & CO.

Aug. 25, LAWADA, British transport, 2,124, T. J. Grier, Calcutta 9th August.

Aug. 25, ASPERU, Austrian cruiser, 976, Wm. Weber, Pola (Austria) 24th July.

Aug. 26, KAISEIN ELIZABETH, Austrian cruiser, 4,063, Mauter v. Eissenau, Singapore 21st August.

Aug. 26, PATALIA, British transport, 2,997, R. Phillips, from Calcutta.

Aug. 26, SALAMIS, British transport, 4,508, A. Douglas, R.N.R., Sydney 8th August.

Aug. 26, ERNEST SIMONS, French str., 2,162, Durande, Yokohama 17th August, Mails and General—MESSAGERIES MARITIMES.

Aug. 26, LOONGSANG, British steamer, 1,092, Weigall, Manila 23rd August, Hemp—JARDINE, MATHESON & CO.

Aug. 26, MUNCHEN, German steamer, H. Krebs, Sydney 28th July, Pomme 14th August and Saigon 18th, General—MELCHERS & CO.

Aug. 26, HSINCHI, British str., 1,135, Klopfer, Canton 26th August, General—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

25th August.

Tamsui Maru, Japanese str., for Swatow.

Tiger, Norwegian str., for Kutchinotzu.

Shini Maru, Japanese str., for Moji.

Apenrade, German str., for Neuchwang.

City of Rio de Janeiro, Amr. str., for S. Francisco.

Benedict, British str., for Moji.

Decima, German str., for Taku.

Aleona, British str., for Shanghai.

Kyoto Maru, Japanese str., for Moji.

DEPARTURES.

Aug. 25, SIRHA, British transport, for Calcutta.

Aug. 25, C. S. JOHN PENDER, British str., for Shanghai.

Aug. 25, DUKE OF PORTLAND, British transport, for Calcutta.

Aug. 25, FAZILKA, British transport, for Weihaiwei.

Aug. 25, CHARTERHOUSE, Brit. str., for Amoy.

Aug. 25, ZWEENA, British str., for Manila.

Aug. 25, TAIPEI, German str., for Nagasaki.

Aug. 25, ANAPA, British str., for Moji.

Aug. 25, CARMANIAN, British str., for San Francisco.

Aug. 25, DELVER, British str., for Amoy.

Aug. 25, ADMIRAL NACHIMOFF, Rus. cruiser, for Tientsin.

Aug. 25, VORENEJ, Russian Volunteer Fleet, for Shanghai.

Aug. 25, LOONGSANG, German str., for Canton.

Aug. 25, RIJON MARU, Jap. str., for Seattle.

Aug. 25, BENGLOE, British str., for Nagasaki.

Aug. 25, ONSANG, British str., for Singapore.

Aug. 26, TAMSUI MARU, Jap. str., for Swatow.

Aug. 26, TIGER, Norw. str., for Kutchinotzu.

Aug. 26, SHINI MARU, Japanese str., for Moji.

Aug. 26, APENRADE, Ger. str., for Neuchwang.

Aug. 26, CITY OF RIO DE JANEIRO, Amr. str., for S. Francisco.

Aug. 26, BENEDICT, British str., for Moji.

Aug. 26, DECIMA, German str., for Taku.

Aug. 26, ALECONA, British str., for Shanghai.

Aug. 26, KYOTO MARU, Jap. str., for Moji.

Aug. 26, PALAMCOTTA, British transport, for Taku.

Aug. 26, ITINDA, British transport, for Calcutta.

Aug. 26, URLANA, British transport, for Calcutta.

Aug. 26, ANTELLIAN, British transport, for Taku.

VESSELS IN DOCK.

ARMED DOCKS—Hoboken.

Kowloon Dock—U.S.S. Monterey, Argus, U.S.S. Iris, Nanchang, Hailong, Thales.

Cosmopolitan Dock—Nanshan, Standfield.

SHIPPING REPORTS.

The British transport *Salamis*, from Sydney 8th August, experienced fine weather until crossing the Equator when strong S.W. monsoon.

The British steamer *Siam*, from Saigon 21st August, had fresh S.W. wind and moderate sea as far as the Paracels. From thence to port variable wind and confused sea.

The British steamer *Loongsang*, from Manila 23rd August, had overcast and cloudy with rain, rough sea from the S.W., approaching Hongkong moderate northerly breeze and fine weather.

The British steamer *Thales*, from Swatow 24th August, had light variable wind and dull overcast weather. Vessels in Swatow—*Chilli, Kweilin, Sishau, Dagmar* and H.M.S. *Mohawk*.

The German steamer *Munchen*, from Sydney 28th July, Ponape 14th August and Saigon 18th, had nice weather and westerly winds on the East coast of Australia to lat. 20 S., and then east and south-westerly winds and moderate sea until passing the equator on the 11th of August. In the North Pacific met rising weather and south-westerly winds to lat. 85 N., and from here to the Ballantyne Channel westerly gale with heavy squalls and a high sea. In the China Sea light westerly winds and smooth sea. On the 25th of August spoke the British ship *NFCS*, in lat. 21.23 N., and long. 118.1 E.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

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G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 28th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 23rd August, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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The Company's Steamship

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This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th August, 1900.

NORDDEUTSCHER LLOYD.

FOR SINGAPORE.

The Company's Steamship

"WONGKOL."

Captain Brook Pigott, will be despatched as above TO-MORROW, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

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SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900.

"EMPERESS OF JAPAN," Comdr. G. E. O. Lee, R.N.R., WEDNESDAY, 26th Sept., 1900.

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to D. E. BROWN, General Agent, Peltier Street.

Hongkong, 9th August, 1900.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Aug., at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 27th August, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBIRIA	HAVRE & HAMBURG	About 21st Sept. Freight and Passage.
SAXONIA	(London with transshipment in Hamburg)	About 30th Sept. Freight.
Capt. Jager	(London with transshipment in Hamburg)	About 12th Oct. Freight.
SERBIA	HAVRE & HAMBURG	About 20th Oct. Freight and Passage.
Capt. Sachs	(London with transshipment in Hamburg)	About 31st Oct. Freight.
* KONGSBERG	HAVRE & HAMBURG	About 1st Nov. Freight.
Capt. Schuder	(London with transshipment in Hamburg)	About 1st Nov. Freight.
RAMBERG	HAVRE & HAMBURG	About 1st Nov. Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	About 1st Nov. Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c, apply to

CARLOWITZ & CO.,

Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHEE FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,897	S. Truebridge	Sept. 8	BRAEMAR	3,601	W. Watt	Aug. 28
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARGYLL	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 15	MONSHIRE	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and STEWARD carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £24.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, TACOMA or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N.P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N.P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 16th August, 1900.

[10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
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SHANGHAI { CLYDE { About 31st { Freight or Passage.
 { E. Street { August

LONDON &c { CHUSAN { Noon, 1st { See Special Advertisement.
 { C. T. Denny, R.N.R. { Sept.

YOKOHAMA VIA NA-BOHILLA { About 1st { (Passing through the Inland
GASAKI & KOBE { C.H.S. Toogoe, R.N.R. { Sept. { Sea). Freight or Passage.

LONDON { JAVA { About 6th { Freight or Passage.
 { G. W. Gordon, R.N.R. { September

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th August, 1900.

[1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above TO-MORROW, the 28th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above TO-MORROW, the 28th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1900. [2103]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHOT,"
Captain Williams, will be despatched as above TO-MORROW, the 28th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th August, 1900. [2296]

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"TELEMACHUS,"
Captain Savory, will be despatched as above TO-MORROW, the 28th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th August, 1900. [2254]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"
Captain W. B. Craven, will be despatched as above on or about the 24th August.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1900. [2026]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Negro, will be despatched for the above ports on or about TUESDAY, the 28th instant.
For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.
Hongkong, 23rd August, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"
Captain Penndelhor, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1900. [2236]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE,"
will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship
"AFRIDI,"
on or about the 8th September, and the Steamship
"MARIA DE LARINAGA,"
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 27th August, 1900. [2054]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a daily qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

VESSELS ON THE BIRTH

THE CHINA AND MANILAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain A. Ramsay, will be despatched above on FRIDAY, the 31st inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Manager.
Hongkong, 24th August, 1900. [2247]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND OKO.

THE Company's Steamship

"RADNORSHIRE,"
Hadley, Commander, will be despatched the above port on or about FRIDAY, the 31st August.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 25th August, 1900. [2274]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENT, AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"
Captain C. D. Bennett, R.N.R., carrying 2000 tons of cargo, will be despatched from Hongkong for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable cargo for France, India, and London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to London; and London; or cargo for London, &c., will be conveyed Bombay with transhipment.
Parcels will be received at this Office on 4 P.M. the day before sailing. The contents of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th August, 1900.

THE OSAKA SHOSHIN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd Sept., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd August, 1900. [1443]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK,"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship
"ANAPA,"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2227]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS," 3,006 Tons, on 2 Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued by point in the United States.

Cargo will be received on board 5 P.M. the day previous to sailing. Parcels/packages will be received at the Office on the same time. All parcels should be marked address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to right or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'S steamships, to CALCUTTA, Rangoon, Ceylon, and CANTON, and for further particulars apply to
DODWELL & CO., LTD.,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

GAPLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

ANGKA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

YFON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 27th August, 1900. [3]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

Norwood, British ship, Thos. Roy—Order.

PETER RICKMERS, German ship, Scholer—Arnold, Karberg & Co.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'S SELECTION.

Sole Agents for—

LANE, CRAWFORD & CO.,
Hongkong.

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary. [1910]

HONGKONG, 5th April, 1900.

THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENTSIN FOR SALE.

Price ... 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW and Co., Edinburgh.

"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [1900]

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER.

From HONGKONG to WUCHOW, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents Cash.

Hongkong, 1st April, 1897. [48]

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 27th August, 1900. [3]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

Norwood, British ship, Thos. Roy—Order.

PETER RICKMERS, German ship, Scholer—Arnold, Karberg & Co.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'S SELECTION.

Sole Agents for—

LANE, CRAWFORD & CO.,
Hongkong.

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

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